

Congress of the United States
Washington, DC 20515

October 10, 2003

Mr. Craig P. Coy
Chief Executive Officer
Massport
One Harborside Drive, Suite 200S
East Boston, MA 02128-2909

Dear Mr. Coy:

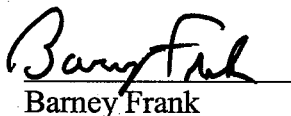
As members of the Massachusetts congressional delegation with districts that include or surround the Port of Boston, we are writing to request your assistance with an important homeland security issue.

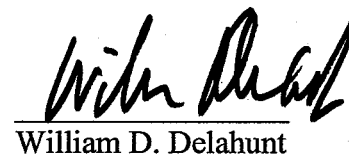
We are seeking your views on Massport's most pressing needs as it continues the important work of safely and securely moving passengers and goods into and out of the Port of Boston. We have enclosed a survey to enable you to comment on any vulnerability assessments conducted at the port, operational costs associated with security measures implemented in the aftermath of the 9/11 terrorist attacks, and other important port security matters. Your responses will help us to ensure that Massport's needs and priorities are considered as Congress develops measures to improve the security of ports around the country.

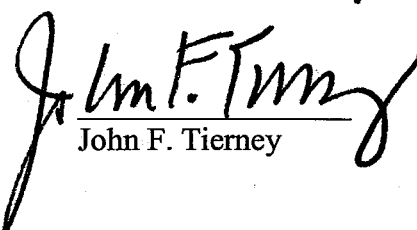
Your participation in this survey is very much appreciated. We understand that some of the information about security measures at the port may be sensitive. Please provide your responses on an unclassified basis, if possible, and indicate what information may be classified so that arrangements can be made to convey such information, if necessary. If you have any questions, please have a member of your staff contact Mark Bayer in Rep. Markey's office at (202) 225-2836.

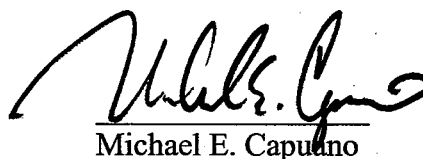
Sincerely,

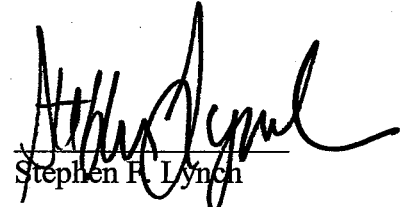

Edward J. Markey


Barney Frank


William D. Delahunt


John F. Tierney


Michael E. Caputo


Stephen F. Lynch

Port Security Survey

Background

Congress passed the Maritime Transportation Security Act in November 2002 (MTSA). The law is designed to prevent terrorist attacks against the maritime community without sacrificing commerce. The MTSA establishes a comprehensive system of security for 361 ports, 5,000 facilities, and 10,000 vessels.

On July 1, 2003, the U.S. Coast Guard issued interim final rules on the security requirements that were mandated by the MTSA. These requirements call for the completion of vulnerability assessments, along with the development of security plans for ports, facilities, and vessels. The Coast Guard rules require ports to hire security personnel, and install lighting, fences, and surveillance systems.

Though the Coast Guard had estimated the cost of these measures to be \$5.4 billion over 10 years, including a first year cost of \$1.1 billion, the Administration failed to request any funding for port security in its FY2004 budget. And, ports are required to have the measures in place before July 1, 2004.

According to the American Association of Port Authorities, ports had only requested \$1.6 billion in federal funding before the rules were published, making it clear that ports will need additional funding to comply with federal law. So far, only \$388 million has been appropriated, with an additional \$125 million slated for next fiscal year.

Please answer the following questions as accurately as possible to assist in evaluating any potential port security funding shortfalls or problems. Wherever possible, please be specific about your needs to help us best understand the support you need to secure your port. We thank you for your participation.

General Port Information

How large is your port (area)?

How many vessels per year call on your port?

How many containers per year move through your port?

Vulnerability Assessments

Has the Coast Guard conducted a vulnerability assessment of your port? If not, did you conduct an assessment yourself?

If you conducted the assessment yourself, how much did it cost?

Port Security Costs

What security measures have been implemented since September 11th at your port? And, what was the cost of implemented these security measures?

What is your total budget? What percentage of your total budget was allocated to cover security costs before September 11th? What percentage of your total budget has been allocated to cover security costs post September 11th?

What will it cost you to implement the recent Coast Guard rules at your port?

Do you have the resources to be in compliance with federal law by July 1, 2004? If not, what additional amounts would you require to be in compliance?

What are the operational and maintenance costs associated with the Coast Guard rules?

Have you postponed infrastructure improvements at your port that would facilitate commerce in order to pay for security measures? If so, what are the infrastructure improvements you have postponed?

Port Security Grants

How much funding have you applied for through the Transportation Security Agency port security grant program?

How much have you received?

How long has it taken to receive grant money?

Do you know when you will receive funding from the third round of grants?

Container Inspection Equipment

What type of container inspection equipment do you have at your port? How many machines do you have?

Are you scheduled to receive inspection equipment this year? If so when and how was it funded?